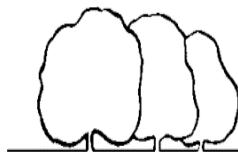




US Army Corps
of Engineers

Sacramento District



City of Woodland

LOWER CACHE CREEK, YOLO COUNTY, CA CITY OF WOODLAND AND VICINITY

DRAFT ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT FOR POTENTIAL FLOOD DAMAGE REDUCTION PROJECT



Cache Creek Levee Failure, January 27, 1983, looking south towards Woodland.

MARCH 2003

State Clearinghouse #2000062064

**LOWER CACHE CREEK, YOLO COUNTY, CA
CITY OF WOODLAND AND VICINITY**

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FLOOD DAMAGE REDUCTION PROJECT**

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**US Army Corps
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**LOWER CACHE CREEK, YOLO COUNTY, CA
CITY OF WOODLAND AND VICINITY**

**DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT
FOR POTENTIAL FLOOD DAMAGE REDUCTION PROJECT**

Proposed Action: The U.S. Army Corps of Engineers, Sacramento District and the Reclamation Board of the State of California are proposing to implement a plan that would reduce flood damage to the City of Woodland resulting from flooding from lower Cache Creek that has a 1 in 100 percent chance of occurrence in any given year.

Types of Statements: Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR)

Lead Agencies: U.S. Army Corps of Engineers, Sacramento District (Federal)/ State Reclamation Board of California

Cooperating Agency: City of Woodland

Geographical Location: Lower Cache Creek, Yolo County, CA
City of Woodland and Vicinity

Contact for Additional Information/
Send Comments to:
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Department of Water Resources Division of Flood Management
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E-mail: kenstrom@water.ca.gov

Comment Period: The official closing date for receipt of comments on this Draft EIS/EIR is May 5, 2003. Comments received will be used in preparing the Final EIS/EIR.

Abstract

This Draft EIS/EIR describes and evaluates the potential environmental, social, and economic effects of alternatives to reduce flood damage potential from Lower Cache Creek. Three alternative plans, the No-Action, Lower Cache Creek Flood Barrier (LCCFB), and Modified Wide Setback Levee Plans were analyzed for potential direct, indirect, and cumulative environmental effects. The potential benefits of the alternative plans were identified as well as mitigation measures for any adverse affects. Most effects would either be short term or would be reduced to a less-than-significant level with the use of best management practices. The LCCFB and Modified Wide Setback Levee Plans would cause significant unavoidable effects on esthetics and prime farmland; indirect effects on transportation (LCCFB only); and temporary effects on noise and air quality. Based on the effects assessment, including environmental and socioeconomic considerations, the LCCFB is the least environmentally damaging alternative.

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